

**Amendments to the Claims:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

1-13 (Cancelled)

14. (Withdrawn) A method of providing a door edge protection system in conventional autorack railcars including the steps of:  
  
affixing one or more flat pieces of foam material over the posts along the inner wall of the conventional autorack railcar; and  
  
affixing a plurality of second pieces of foam material along the inner wall of the conventional autorack railcar, said second pieces rolled into one or more tubes and placed linearly along the inner wall of the conventional autorack railcar at about the same height as the door edge of an automobile, said second pieces positioned so as to overlap said first piece of foam material.
15. (Withdrawn) A method of providing a door edge protection system in accordance with claim 14 further including the step of fastening said first and second pieces with a plurality of button-shaped fasteners.
16. (Withdrawn) A method of providing a door edge protection system in accordance with claim 15 further including the step of providing said fasteners with a plurality of locking edges to assist in the fastening of one or more pieces of foam material.
17. (Withdrawn) A method of providing a door edge protection system in accordance with claim 14 and said method including mounting a foam encased pipe between the posts where the wall of the autorack car does not have button receivable apertures.

18. (Withdrawn) A method of providing a door edge protection system in accordance with claim 14 and said tubes define a space therein, and said space is filled with a third foam member.
19. (Cancelled)
20. (Withdrawn) A method of providing a door edge protection system in accordance with claim 14 and said method including mounting a foam encased pipe between the posts where the wall of the autorack car does not have button receivable apertures;  
said tubes define a space therein, and said space is filled with a third foam member;  
said first portion is formed having a relatively high density foam and said third foam member is a relatively low density foam;  
said second pieces of foam material are bonded to a separate sheet defining a mounting portion; said mounting portion includes a plurality of apertures extending therethrough to facilitate the passage of the fastener legs therethrough in the attachment of the system to the interior side wall of the railcar.  
and said mounting portion contacts and is bonded to said tube over greater than 90 degrees.
21. (Previously Amended) A door edge protection system mountable in conventional autorack railcars for transporting automobiles having side doors, each said railcar having side walls with holes therethrough, said system including:  
a resilient foamed cushioning material covering a portion of at least one of said railcar side walls at the level of the doors of the automobiles being transported, so that when the door of one of the automobiles is opened the material will be positioned between the door

and the railcar side wall covered by said material for cushioning and protecting the automobile door edge against impact with the railcar side wall; and

penetrating fasteners formed and arranged for securely fastening said cushioning material to the inner surface of the side walls, each of said fasteners having a leg extending through said cushioning material and adapted to fit into at least one of the holes in the railcar side wall, and having a locking formation on said fastener leg for engaging the exterior of the side wall and locking said fastener in place after said fastener leg has passed through the hole in the side wall; said resilient foamed cushioning material being formed from a first, substantially flat piece of foam material, and a second, substantially cylindrical piece of foam material;

said substantially flat piece being at least partially rolled over and bonded to the second substantially cylindrical piece to form a cushioning element;

said cushioning element being constructed and arranged such that a mounting portion is also formed in said substantially flat piece, distal from said substantially cylindrical piece, the mounting portion adapted to receive said fasteners and be captured between each said fastener and the side wall.

22. (Previously Amended) A door edge protection system for conventional autorack railcars for transporting automobiles, each said railcar having side walls with a plurality of holes therethrough, said system including:

resilient cushioning material formed from a first, substantially flat piece of foam material, and a second, substantially cylindrical piece of foam material;

said substantially flat piece being at least partially rolled over and bonded to the second substantially cylindrical piece to form a cushioning element;

said cushioning element being constructed and arranged such that a mounting portion is also formed in said substantially flat piece, distal from said substantially cylindrical piece, the mounting portion adapted to receive fasteners and be captured between said fastener and one of said side walls;

a plurality of penetrating fasteners, each having an enlarged head and a leg with a resilient locking formation thereon, whereby the leg of each fastener extends through said mounting portion and through a corresponding one of the holes in the railcar side wall with the locking formation engaging the exterior of the side wall adjacent the hole to lock the fastener in place and securely hold the cushioning element against the interior of the railcar side wall.

23. (Previously Amended) A door edge protection system mountable in conventional autorack railcars for transporting automobiles having side doors, each said railcar having side walls with holes therethrough, said system including:  
  
a resilient foamed cushioning material covering a portion of at least one of said railcar side walls at the level of the doors of the automobiles being transported, so that when the door of one of the automobiles is opened the material will be positioned between the door and the railcar side wall covered by said material for cushioning and protecting the automobile door edge against impact with the railcar side wall; and  
  
penetrating fasteners formed and arranged for securely fastening said cushioning material to the inner surface of the side walls, each of said fasteners having a leg extending through said cushioning material and adapted to fit into at least one of the holes in the railcar side wall, and having a locking formation on said fastener leg for

engaging the exterior of the side wall and locking said fastener in place after said fastener leg has passed through the hole in the side wall;

said resilient foamed cushioning material being formed from a flat piece of foam material having a curved protection portion and a sidewall mounting portion wherein the sidewall mounting portion is formed from the same piece of said resilient foamed cushioning material and is adapted to receive said fasteners and be captured between said fasteners and the sidewall.

**Amendments to the Drawings:**

The attached sheets of drawings includes changes to Figs. 6, 15 and 16. These sheets, which include Figs. 5-7, and 15-18 replaces the original sheets including Figs. 5-7 and 15-18. In Figs 15 and 16, element numbers 37A and 37B have been amended to 137A and 137B. In Fig. 6 the left most element number 36B has been amended to 36A.

Attachment: 2 Replacement Sheets  
2 Annotated Sheets Showing Changes